together by bands of steel can be appreciated as it de-serves after a careful study of the notices covering the railway business to be passed upon at the next session of the Dominion Parliament. There are numerous roads surveyed of railways giving new connection een Central Canada and New-York, Central Canada and Boston, Eastern Canada and the New-England sys tem generally, the maritime Provinces and the Atlantic States, Manitoba and the Northwest, with St. Paul, Chicago, Duluth and Sault Ste. Marie. There are Im portant extensions proposed to the American roads aleady tapping British territory, and connections be-ween the British Columbia and California systems of

Among the most noteworthy of the new schemes is series of links intended soon to form a complete East and West trunk line from the Atlantic to Pacific. The North Pacific is understood to be interested in one or two of these links, through them, if the statement is true, practically controlling the entire chain, which would end in a Canadian scaport on the Atlantic twenty-four hours nearer than New-York is to Europe, and a terminus on the Pacific a little north the present Canadian Pacific. The route through the Rockies originally surveyed for the Canadian Pacific has been selected. Toward this great scheme, in the East, a charter of a proposed new line in Nova Scotia has been secured; in Quebec a road is being built which with extensions now proposed will give a direct route. saving 152 miles, from Quebec to the "Soo," reaching the line of the Canadian Pacific Railroad at a point between Ottawa and Montreal. The road is located a lew miles north of Ottawa and will cross the Pontiac This Pontiac Pacific, by the by, is now ing to Parliament for powers to build a great bridge across the Ottawa which will give it a direct route to New-York by connection with a new road from Ottawa southward which has been surveyed, shortening the time fully two hours between the Canadian capital and the commercial metropolis of the great Republic. Wes of the lakes the Northwest Central and connections will carry the route up to the Rockies. Thence the line work is surveyed to the coast.

Among the new roads proposed on the Pacific Slope is one in the Province of British Columbia, "to connect with the American system of railways from a point or the southern boundary of said Province at or near the mouth of the Pend d'Oreille River in a northerly direc tion to a convenient point at or near the town of Nelson on the west arm of Kootenay Lake."

Another proposed British Columbia railway is to onnect with the American system on the boundary ear Kettle River, in a westerly direction by way o Rock Creek and Osoogoos Lake to a point near the Fraser River on the coast; also a branch northerly to the south end of Okanagan Lake. The Columbia River Railway Company is the name of a new road to build from a point on the Columbia River southwardly t the head waters of the middle fork of the spellnacheene River. This road proposes further to acquire and develop the water power of the said river. The most important probably of the proposed New

York roads is the Ottawa, Morrisburg and New-York This road proposes to bridge the Ottawa at the capital and the St. Lawrence near Morrisburg former it will connect with the Pontiac and Pacific and the Gatineau Valley roads, both now actually under construction, and both destined to tap the new east and west great Pacific trunk line sixty or so north of Ottawa, and if events should so decide, with the Camadian Pacific, giving all these roads a new and very direct short ent to New-York. saving the long detour by way of Ogdensburg on the ne side or Montreal on the other, and considerable mileage as compared even with the short-cut Canada Atlantic, now running trains direct to New-York b Cotcau, Valleyfield and Rouse's Point, crossing the . Lawrence with a steam ferry capable of transporting

The invasion by the Northern Pacific of the British Northwest has enormously quicken d railway enter prise in that region, most of the proposed roads being intended to connect with American roads. One of the first on the list is the Manitoba and South Eastern Railway extension, to build from a point on its main line to some point on the Lake of the Woods, or adjacent waters, with power to operate steamboats on se waters.

Next comes a road from the chartered line of the Saskatchewan Railroad, from the present terminus at or near Saskatoon crossing the South Saskatchewar eer and running northeasterly to Fort La Corne. thence to a crossing of saskatchewan River, at or near to Grand Bend, thence northeasterly by the most vorable route to a junction with the projected

The Manitoba Railway and Canal Company applies for power to construct an extension from a point or the route of the present railway, thence northwesterly Mountain, and by between Dauphin Lake and Dr Swan Lake to the saskatchewan River.

Application is made for power to construct the Saskatchewan Colonization Railway, to build near Portage la Prairie, or bourne, or from a point on the proposed line of the Lake Manitoba Rallway, as direct ot and Saskatchewan Rivers; also a branch to Prin-Albert, and a branch to a point on Lake Winnipo near the mouth of the Saskatchewan, with power creet wheat and grain elevators, acquire and run

The Portage la Prairie and Duck Mountain Railway proposed to construct a line from Portage le Prairie on the line of the Canadian Pacific, northerly on the east of Riding Mountain and Duck Mountain to the Saskatchewan, with a branch from the Sas hatchewan to the Hudson's Bay Railway, and branch crossing the narrows of Lake Manitoba and connecting there with the said Hudson's Bay Railway

An important proposed road is the Calgary and Edmonton Railway, to build from a point on the Canadian Pacific, or Bow River, at or near Calgary, to a point at or near Edmonton, with power to extend southerly to the Interational boundary and northerly to Peace River.

The Canadian Pacific is a party to an application for leave to lease the Qu 'Appelle, Long Lake and Saskatchewan Ralfroad between Regina and Prince

Power to extend its road is asked by the North western Coal and Navigation Company, from its present terminus at Lethbridge in a westerly di-rection through the Crow's Nest Pass to a point on the main line of the Canadian Pacific, or to a point on the international boundary; also for power to own and work steamship lines on contiguous waters.

A Colonization road through the Rockies to the Pacific is the Afberta. It proposes to build from or near Cassils, on the Canadian Pacific, westerly to the Bow River, thence to the mouth of the Crow's Nest Pass, and through said pass to the Pacific Ocean One of the most important of the roads making applica tion for powers to build is the Ste. Marie and Hudson Bay Railway Company. This road is projected from the Canadian "Soo" northerly and casterly to a point en the line of the Canadian Pacific between Dalton Station and Ridout Station, and thence northerly and easterly to Moose Factory or some other point on James

easterly to Moose Factory or some other point on James-Bay or Hudson Bay, with powers to own and run steamships, operate mines, dispose of land, to acquire running powers over the st. Mary hitver bridge, enter into agreements with railways in the state of Michigan for the use by either road of the other, to amaiga mate with the Canadian Pacific Railway or Grand Trunk, and so forth.

The new railroad projects in the lower Province and Quebec are not so numerous this season as in the West, but a number of companies having charters are preparing for commencing construction or amalga mading with existing roads capable of proceeding with them, and so forth. A number of Quebec, Nova scotla and New-Brunswick roads are coming before Parliament for subsidies. Others not being interprovincial roads and having the sanction of their respective Legislatures are completing surveys and locating their land grants.

The Canadian Pacific, of course, figures largely in the applications about to be made to Parliament. In addition to the roads in the Northwest desiring to tap

spective Legislatures are completing surveys and locating their land grants, their land grants, their land grants, the proposed of the proposed proposed in the supplications about to be made to Farliament. In the applications about to be made to Farliament. In the applications about to be made to Farliament. In the proposed in the Northwest desiring to tap that line, there are the following schemes in which the third it is connected in some way. A line from Port Burwell on Lake Eric to the More and Port Port Burwell on Lake Eric to the More and Port Port Burwell on Lake Eric to the More and Port Port Burwell on Lake Eric to the More and Port Port Burwell on Lake Eric to the More and Port Port Burwell on Lake Eric to the More and Port Port Burwell on Lake Burton; the Dord Applies of Port Abert on Lake Burton; the Port Burwell on Lake Burton; the Supreme Continued conditions absolutely unknown to the trade. But the Supreme Contained conditions absolutely unknown to the trade. But the Supreme Contained conditions absolutely unknown to the trade. But the Supreme Contained conditions absolutely unknown to the trade. But the Supreme Contained conditions absolutely unknown to the trade. But the Supreme Contained conditions absolutely unknown to the trade. But the Supreme Contained Conditions absolutely unknown to the trade. But the Supreme Contained Conditions absolutely unknown to the trade. But the Supreme Contained Conditions absolutely unknown to the trade. But the Supreme Contained Conditions absolutely unknown to the trade. But the Supreme Contained Conditions absolutely unknown to the trade. But the Supreme Contained Contained Contained Conditions absolutely unknown to the trade. But the Supreme Contained Contained Conditions absolutely unknown to the trade. But the Supreme Contained

IMPORTANT SCHEMES TO BE LAID BEFORE
THE DOMINION PARLIAMENT.

RAILWAY EXTENSIONS AND NEW CONNECTIONS
WITH AMERICAN RAILEOADS.

Ottawa, Dec. 24 (Special).—The rapidity with which the Dominion and the United States are being linked together by bands of steel can be appreciated as it decretes a flar a control of the states are also given of the Canada, and a variety of river boom concerns, mining, gas well, industrial, and steamship navigation companies, among the latter being that of the line to be subsidized by the Government to promote trade between Canada and the West Indies and South America.

For a country with a population only a trifle greater than that of the State of New-York, scattered over a territory equalling if not exceeding in area all the United States put together, the above is considered rather a remarkable showing for one session of Parliament.

CHEESES AND WHENCE THEY COME.

IMITATIONS IN THIS COUNTRY - POPULAR BRANDS AMONG EPICURES.

It is a part of the religion of every epicure that "a dinner without cheese is like a beautiful maiden with only one eye." There is humbug in cheese every where, and not only are American brands of foreign cheese offered for sale as the real article in New-York,

but the European cheesemongers are tricky.

An Englishman of National reputation has said: "I do verily think that in 1828 a Stilton cheese was a better fellow than he is in 1880," and the man ought to know, for he has eaten them for almost threequarters of a century.

quarters of a century.

Stilton is a quaint old village in the northwestern part of Huntingdonshire, in the west central part of England. It has never been famous for anything but cheese, and by rights its fame as a cheese centre is not

During the reign of George III, and during the coaching days of this century, forty-two fast mail oaches passed each day over the "Great North Road," which runs through Stilton. A fat, fair dame, by name Miss Worthington, was the hostess of the inn at Stilton until 1830, and it was her custom to have on hand a quantity of the choese to sell to passengers. Cambridge "undergrads," as well as country gentle men passing through to the North, would invariably take home a cheese, and so the variety became known as Stilton. Then, as now, it all came from Leicestershire, although Miss Worthington always asserted the contrary.

The Stilton that comes to this country is fairly It has been said that in the old days men put less milk in their cream and less water in their milk than at present, but it is only fair to admit that the crusty, brown old port that was taken with it made it seem better to those who ate it long ago. stilton is the most expensive of the cheese brought to this country, and the sale for it is found altogether in the Eastern States.

The other English cheeses imported are Cheddar, Royal Arms, Cheshire and Double-Gloster, but the demand for these is small. Three-quarters of all the heese sold in America is of Swiss manufacture, and the Grayere, or Emmenthal, and Sbrinz lead in popularity, with Sapsago a close third. Swiss choese can be shipped the year round, but it is affected by exposure to extreme heat or cold. It is kept best by storing in cold, damp cellars.

From Holland, Edam, Gouda or Pategrasse, Gouda-Kosher or Gowsche-Kass, Leyden or Cominje-Kaas are The Dutch cheeses are kept easily and nently pomilar.

popular, y comes Romatour, some of the Lim-er Kummel, Olmutzer Hand-hase and se. The Schweizer-kase and Lim-e are almost altogether made in this itarzer Hand-kase. The senveizer-kase and Limourger used here are almost altogether made in this country. From France we get Roquefort, the most popular; Menanta, Ericquebec, Camembect, Pont L'eveque, Bondous de Neufchatel, Coulounniers and last, but, by no ments least, Fromage de Brie. Lirie is extensively imitated in America, most of the factories being in Olio, New-York and Michigan, and one firm has three factories in New-York turning out brie. The cheese should be soft; in fact, nearly soft enough to be eaten with a spoon, but the dealers say that they find it impossible to sell it in that condition, except to foreigners and charles Deimonico. The American imitation is in most instances of about the consistency of sawdust and utterly favoriess. It does not smell, however, and that is probably what recommends it. From Norway and Sweden, Gammelost, Gjedost and Myseost are imported, but they don't sell except among scandinavians. In the Italian cheeses Parmesan, Itomano, Carelo Cavallo, Canestrad, Formaggio di scilla, Gorgonzola and Sivachino di Milano are to be mad. Parmesan and Gorgonzola are most exten. The Swiss cheeses, Fromage d'Isigny, Fromage de Brie, Camembert, Hamburger, Kummel and Muenster are all extensively imitated.

THE CHARGES ARE AMENDED.

AMPLIFICATIONS OF THOSE FIRST MADE AGAINST THE DOCK COMMISSIONERS.

The specifications in the charges brought by the 'ommissioners of Accounts against Dock Commissioners Post and Matthews, amended in accordan with the order of the Mayor, were yesterday filed in the Mayor's office and copies served on Comnissioners Post and Matthews by the Corporation counsel. The amendments consist of amplifications of specifications Nos. 1 and p of the first and third and chapters of the laws in force from April 1, 1883, affure on the part of the Commissioners to collect wharfage were made. A list of all the piers, wharfa

given. The ninth and eleventh counts now read: That during the period in which said James Matthems and Edward A. Post have been and have been acting as such Commissioners of the Department of Docks, as aforesaid, large quantities of goods, a crehandise and materials have been from time to time allowed to remain upon the above specified piers, bocas and wharfs belonging to said city for many days after the expiration of twenty four hours from the time when they were placed thereon, whereby divers sums of money, ammounting in the aggregate, as these complainants are alvised and believ, to many informands and tens of thousands of dollars, have become from time to time due and payable to said city.

That in after disregard of their said duty, the said each of them has wholly failed and neglected, and each of them has wholly failed and neglected, as take any action whatever for the enforcement of the said rules and regulations or for the collection of said large sams of money, by which said failure and neglect of duty on their part such large sams of money, amounting in the argregate to many thousands of dollars, have been lest to said City of New York.

The second count of the ninth specifications now reads:

That they have audited and certified to the Dethey had no apparent evidence before them show-ing that the work for which such bills were rendered and been actually performed, the bills referred to being included in vouchers of the Department of flocks indorsed with the audit numbers of the De-partment as follows, to wit: 9,688, 19,297, 10,490, 10,766, 10,790 10,996, 10,951.

vesterday to Thomas S. Bassford, a lawyer, without preference, except wages of employes. The amount of notes held by banks in this city is said to be \$350,000, distributed among twenty banks. The Messrs. Preble were surprised yesterday to learn that the Sheffield heirs had entered judgment for \$30,000 against J. B. Sheffield & Son, the judgment being filed

at Kingston.

Herman L. Muller and Carl Knille, composing the firm of H. L. Muller & Co., importers of cleaks, at No. 83 Greene-st., and at Berlin, made an assignment yesterday to Welcome S. Jarvis.

AN INCREASED GRANT FOR THE SCHOOLS vesterday passed upon the allowance for the Board of Education. The amount asked for was \$4,540,847 and the amount granted was \$4,225,617, being about \$146,000 more than the sum awarded last year. The Park Commissioners did not appear before the board, not being ready to present the detailed statement asked for by the Mayor at Monday's grading. This state-ment is ready, however, and will a presented to the Board at its adjourned meeting to morrow morning at

A PRINTER COMPLAINS OF "THE RECORD." C. G. Burgoyne, a printer, at Walker and Centre sts.,

Catharine; and Niagara Central, to extend the Hamilton | struggle on the part of Alderman Corbin to induce branch line through the city of Hamilton to Eurington. | favorable action on the second codings of the second cod favorable action on the proposed ordinance. port of the Committee on Franchises was also handed It favored the placing of a ferry south of Thirteenth-st., and was so passed. The ordinance arthorizing the sale of the franchise to construct a sur face railroad from the Grand-st. ferry, on the East Side, to the Fourteenth-st. ferry on the West Side, which had been recalled from the Mayor's office for amendment, according to his suggestion, was also passed. Aldermen Fitzsimons, Noonan and Storm voted against this ordinance.

SLAVERY AND ALCOHOL AND AFRICA.

EFFORTS TO SUPPRESS THE ONE AND REGU-LATE THE OTHER.

(FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE Brussels, Dec. 10.—One feature-and not the least emarkable-of the Brussels Anti-Slavery Congress is the campaign against the free sale of spirits and alcoholic liquors to the natives of the Dark Continent. That vital question has already been agitated at the Berlin Conference, and, at its sitting in December, 1884, a circular was addressed to all European Powers, urging the necessity of arriving at an understanding in regard to a control of the liquor traffic in Africa, with reference both to the sacred rights of humanity and the interests of commerce. Public opinion wa not slow in its approval of this work. In England the movement started under the auspices of the "United Committee for the Prevention of the Demoralization of Native Races by the Liquor Traffic.' The movement spread to Germany, where it caused, on May 14, 1889, a memorable discussion in Parliament. A considerable majority of the Reichstag, composed of members of all parties, united in requesting the Government to apply stringent rules to the liquor traffic in the German Colonies. and other European countries joined in the movement, and in 1887 the Government of the Congr State dropped in line, and attempted to enforce the ideas of the Berlin Conference by imposing a high license on liquor retailers in the Upper Congo.

It is clear, however, that public opinion in Eur imperatively demands a more radical solution of this question, for the alcohol traffic is assuming daily a disquieting extension in Africa. This explains why the Duke of Westminster, president of the United Committee, has made such efforts to induce the Anti-Slavery Conference to take up the question of the sale of spirits in Africa. The Marquis of Salisbury evinced his interest in it work by granting an audience to the delegates of the United Committee previously to their departure for the conference here
"It is the law that is the emancipating instrument."

The efforts of the British society aim at the absolute suppression of the liquor-traffic all over the African continent. Such a programme can yet be applied successfully to the interior of that continent. As to the coast district, where the alcohol trade forms the basis of trade, absolute suppression might be difficult or even impossible in its application.

The imposition of a high license duty upon liquordealers would help considerably the efforts made by the Brussels Congress for the suppression of the African slave trade. The latter has shifted from the western to the eastern coast of the continent, as shown by the numerous statistics and memoirs placed before the Congress. Unfortunately, the slave trade shows no sign of abatement in Northern Africa. It is reckoned that in the North, Egypt included, some 50,000 slaves are annually received from the Soudan, through the connivance and support of Egyptian officials.

The growth of the slave trade has been remarkable. At Quilos the yearly number of slaves sent thence t Zanzibar and the Arabian shore was estimated at 17,000 by an English naval officer. The professional trader in "ebony wood," or slaves, after having deducted the dead, crippled and other "no values," can easily make from 300 or 500 to 5,000 per cent. castly make from 300 or 500 to 5,000 per cent. The prices of the slaves vary. At suadi, three slaves declared in 1887 that they had been sold respectively for \$60, \$65 and \$80. In 1877, Morice Bey, in a letter to Khairey Pacha, states that male slaves, sixty years old, were worth from \$12 to \$120; women from \$50 to \$100, eannichs from \$150 to \$250. Later, on account of the greater risks in running the gauntlet of the cruising squadrons in the Red Sea, the traffic consisted especially in young boys and girls. Boys between seven and eleven years of age were worth from \$60 to \$80; girls from \$60 to \$100. Happfly the trade is less brisk and the demand less active than in former years, when, as in 1879, for instance, young male slaves in the markets of Cafro were worth as much as \$500, and a young Circassian girl \$5,000.

went to help Hill hold the horse. They unhitched the horse from the wagon and he broke loose from the wagon Hill held on to the headstall until it came off. Then the horse ran on the sidewalk on the west side and started in a wild gallop toward Grand-st. He created a panic, as the sidewalk was

Grand-st. He created a panic, as the sidewalk was crowded when he began his mad run. The crowd seattered right and left, and there was a chorus of shouts and screams. About a dozen persons who could not get out of the way were knocked down or brushed aside by the horse.

Patrick Galiagher, a subway laborer, of Secondave, was knocked down in front of the Occidental Hole. He lay senseless on the sidewalk until the Milberry-st. police station he was father to the Milberry-st. police station he was found to be suffering from a serious cut on the head. An ambulance took him to the St. Vincent's Hospital.

In front of the Bowery Bank the horse knocked down John H. Stowell, of No. 4 Gardiner-ave, and bruised his face severely. A little further on Benedict Datzo, of No. 357 Broome-st., was knocked over and bruised shields.

down John H. Stowell, of No. 4 Gardiner ave., and brulsed his face severely. A little further on Benedict Datzo, of No. 357 Broomest, was knocked over and bruised slightly. The liquries of these men were examined at the police station later, and they refused to go to a hospital. Several other persons who were struck by the horse went away rubbing their bruises and did not give their names to the police. Joseph Guiseppe, an Italian, who keeps a frait stand at Grandest, and the Bowery, was squeezed against the iron railing there as the horse ran past, but no bones were broken. Roundsman Slems and Isdiceman Walsh sangar the horse frait of No. 246 East Thirty-third-st, claimed the rig in the afternoon. Hill, who said he was sixteen years old and lived at No. 331 East Thirtieth-st., was arrested on a charge of careless driving.

COLLISION ON THE DEPRY ROAD

J. Q. PREBLE & CO. ASSIGN.

Jacob Q. Preble and Waller E. Preble, composing the firm of J. Q. Preble & Co., wholesale stationers at Nos. 10 and 12 Thomas st., made an assignment demolishing two cars and seriously damaging an engine. A score of passengers were badly shaken up, but no one was seriously injured; the engineer and fireman of the construction train escaped by jumping. The passenger train had haited to run in on a siding, and the construction train had disobeyed orders by following too closely. Damage, \$50,000.

ARMY AND NAVY INTELLIGENCE.

Washington, Dec. 24.—First Lieutenant Charles II.
Lester, 8th Cavalry, has been ordered to examination by
the Army Retiring Board, at Governor's Island, N. Y.
Commander William B. Hoff has been ordered to the
command of the receiving ship Dale, at Washington, January 31, relieving Commander Yates Stirling, who is placed on waiting orders. Commander George W. man has been ordered as inspector of ordnance at League Island Navy Yard, January 2. Passed Assistant Engineer E. P. Stone to the receiving ship Independence, January 18. Lieutenant Cameron McB. Winslow has been detached from the torpedo station at Newport and ordered to hold himself in readiness to com-

The will of Civil Justice Ambrose Moneil was filed for probate on Tuesday. It was executed on November 14. of this year. The witnesses were Alfred Wagstaff and dent a communication to the Mayor yesterday addressed, "To the Honorable the Board of City Record," in which he said that the specifications re-

A HOLIDAY DULNESS.

THE TIGHT MONEY SCARE.

DESPITE "BEAR" TALK STOCKS CLOSE STRONG AT GOOD FIGURES.

SALES AT THE STOCK EXCHANGE-DECEMBER 24. GOVERNMENT BONDS.

> .. 5.000 BONDS AND BANK STOCKS.

16,000 100% 1,000 1950 10,000 100% 100% 100% 100% 11st Chie & East III Chie & Mil Div Chie & Mil Tol A A & N M

1.000 1045,
Tenn C'l & Irds

1,000

THE GENERAL LIST.

ACTUAL SALES, | CLOSING. | No. Op'g. Hig't Low't Final. Bid. Ask'd sold. But R & Pats. 103 103 103 67 67 67 67 : : : : | : | 122 | 125 rai Pacine 33 to 34 to 3

A HORSE'S MAD RUN.

DASHING THROUGH A CROWD AND KNOCKING

PEOPLE DOWN RIGHT AND LEFT.

A horse attached to a beer-bottler's wagon had an attack of "blind staggers" in the Bowery, near Springst, at 11 a. m. yesterday, and the young driver, William Hill, Jumped down from his seat to take hold of the horse's head. There was a blockade of street cars in the Bowery for a few minutes while the sick horse floundered about, and conductors and drivers he horse from the wage.

1184

.. 118

Green Bay ... Hariett. Houston & Tex

Mob & Ohio... Mob & Zs... 150 150 150 150 Mettls & Zs... 150 150 614 NC & St. 108 108 108 108 108

| Rich & Westlet | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 | 215 |

Total sales for the day

SALES AT THE CONSOLIDATED STOCK AND PR. TROLEUM EXCHANGE.

Amer Cot Oil rets... 32 32 32 31 31 6 600
Atch Top & San Fe . 33 8 34 33 34 60
Cite Gas Trust 43 43 43 43 43 43 20
Cite Bur & Qy ... 107 1 107 1 107 1 107 1 10
Chic R I & Pas ... 98 98 98 98 98 98 20

STOCKS.

& Nash Louis & Nash
Mo Pacific
Mo Kan & Tex
N Y & New-Eng
N Y L E & W
Nor Pac pref
Pacific Mail
I hila & Roading
Rich & West Pt
Sugar Ref Co
Texas Pacific
Union Pacific
Western Union

Total amount. MINING STOCKS

.10 .85 .25 1.50 .50 .07 .30 1.65 1.50 .50 .07 .30 1.65 2.45 .06 .06 appahannoek

Total sales. CLOSING PRICES OF CALIFORNIA STOCKS. San Francisco, Dec. 24, 1889.

Vesterday.To-day

CLOSING PRICES OF BOSTON STOCKS Boston, Dec. 24, 1889.

| Dail Sc S & All Sc | 1.000 | 1.014 | New 2d connorm | 1.000 | 1.014 | New 2d connorm | 1.000 | 1.014 | Ner Pac 1st Reg | 2.000 | 1.03 | Ner Fac & Men 1st | 2.000 | 1.03 | Ner Fac & Men 1st | 3.000 | 1.045 | At & T L G 7s 117 | 117 | At & T L G 7s 117 | 117 | At & T L G 7s 117 | 117 | At & T L G 7s 117 | 117 | At & T L G 7s 117 | 117 | At & T L G 7s 117 | 117 | At & T L G 7s 117 | At & T L G 7s 117 | 117 | At & T L G 7s 1 (new)

CLOSING PRICES OF PHILADELPHIA STOCKS.

> WHAT WAS DONE IN STOCKS. Tuesday, Dec. 24-p. m.

Notwithstanding the fact that almost every commission Stock Exchange broker is talking to his clients about the possibility of a monetary squeeze between now and the new year, and in that way discouraging the buying of stocks and curtailing their own commissions, the day's stock market only reflects the usual seasonable holiday dulness. The universally expressed sentiment concerning the monetary situation is all there is that permits money even at the Stock Exchange to rule as it did yesterday and to-day at 8 per cent. At this season of the year there is necessarily more or less of calling in of loans. It was so long before the Stock Exchange had an existence. But now the sentiment on the question is such that if a broker is called upon to pay off a loan at 10:30 a. m., he rushes incontinently into the Stock Exchange and begins to bid for his money before the average bank officer or broker has learned from his mail how he stands,

brokers on the money question, and later to com-pare it with the results of purchases after January 1, after allowing for the fiction of the Stock Expare it with the results of purchases after Jamary 1, after allowing for the fiction of the Stock Exchange rate for money at 8 per cent. This money question has been reduced to a science at the Stock Exchange for the destruction of speculation, and nine out of ten commission firms have become subscribers to it. It is the last hold of the "bears," and, as it is general in the Street for brokers to accept orders from "bears" to sell such "long" stocks as they have in their offices, it is the brokers who become demoralized over the appearance of the nimble sivpence and who lose sight of the slow shilling of their "long" eustomers. We could repeat the names of several firms who have sold stocks for "bears," supplying the deliveres from stock which they held for "long" customers. By Wall Street ethics this is a perfectly legitimate transaction; but it ceases to be so when the broker pleads tight money to induce the speculation on the "long" side to sell out for the benefit of the customer who is "short." There are two or three firms which will catch on to this without the necessity of mentioning names. Will the "bull" greatlaters in those offices do so?

are two or three firms which will catch on to this without the necessity of mentioning names. Will the "bull" speculators in those offices do so?

The day's transactions in listed stocks amounted only to 53,734 shares, and, despite the dulness and timid efforts for depression, the market closed strong at figures equal to, or better than, the opening figures.

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In State issues the sales included Louisiana consol 4s at 94 1-8, South Carolina 6s, non-fundable, at 5 1-4, and Tennessee 3s settlements at 74 1-2#74 5-8. Of city bank stocks, Western National sold (105) at 99.

In the general bond market the business, as in the share market, was of a holiday character; it was unusually small, and yet still firm, desnite of some advantages taken of the dulness to mark fractional declines to belo along the "bear" specu-

of some advantages taken of the diffuses to mark fractional declines to help along the "bear" succulation in stocks. Wabash firsts and seconds and Texas and Pacific firsts and seconds were conspicuous for their strength, and Missouri, Kanses and Texas 7s rose to 111#110 2.4, while the "s and 5s were neglected and slightly easier. Reference is made to our full report of bond sales. THE DAY IN THE BOND MARKET.

The Treasury Department at Washington to-day The Treasury Department at Washington to-day closed at noon, and the purchase of bonds amounted only to \$21,300-4 per cents \$19,300, and 41-2 per cents \$2,000. At the Stock Exchange there were small sales of 41-2 per cents at 105-3-8 per cent above the Treasury figures—and probably by some purchases to evade taxation. The quotations are as follows:

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| Bid. Ask. |
U.S.45s.1891.reg.	1043.1054	U.S.cur.6s.1896		1185...
U.S.45s.1891.reg.	1043.1054	U.S.cur.6s.1896		1245...
U.S.48.1907.reg.	1205.1245	U.S.cur.6s.1816	1244...	
U.S.48.1907.con	1275.1275	U.S.cur.6s.1819	1274...	
U.S.cur.6s.1895	116		DistCol.3-65.1924	1235...
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U.S.con.6a.1895. 1274. 1272. U.S.con.6a.1899. 1274. U.S.con.6a.1893. 116 Distcol.3c5.1924 1232. For brokers and bankers uncertain money balances at the Stock Exchange to-day's rates raised at 8 per cent, and exceptionally at 9 per cent, but before the close the supply at 6 per cent was abundant. These are not the rates for money that is borrowed from institutions either on call or time, only the rates made for public notice to affect the stock speculation and by Shylocks seeking a temporary high rate because of the opportunity offered by a debauched sentiment. The Clearing House statement to-day was as follows: Exchanges, \$157,510,839; balances, \$6,597,985.

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The Sub-Treasury to-day was debtor to the Clearing House \$800,127. Its net gain on balance was \$251,931, made up by a coin gain of \$713,285, less a currency loss of \$461,354. The day's operations covered: Receipts, \$3,668,073; payments, \$3,416,142; resulting in a general balance of \$183,331,832, consisting of \$176,388,317 coin and \$6,943,515 currency.

PEPOPITS FROM WASHINGTON.

REPORTS FROM WASHINGTON. The United States Treasurer at Washington re-ceived to-day \$185,988 National bank notes for

The customs receipts were \$152,029, the internal revenue receipts \$590,674, and the miscellaneous receipts \$59.294.

To-day's Washington Treasury statement of cash on hand and deposits in bank compares with the figures of the last previous statement as follows:

Dec. 23. Dec. 24. 100

Deposits in banks 35,580,513 35,292,760 Dec. 487,746 Net cash bal'ces\$250,691,414 \$249,295,189 Dec. \$1,396,738 The foreign exchanges were quiet for to-mor-row's mail and the market was only steady at quotations for actual business as follows: Bankers' bills at \$4 81 and \$4 84 1-2 for long

guidations for actual business as follows: Bankers' bills at \$4 81 and \$4 84 1-2 for long and short sterling respectively; French francs at 5.22 1-2 and 5.20; reichmarks at 94 1-2 and 95 1-4, and guiders at 39 7-8 and 40.

In London British consols were firm at 97 5-16 and 97 7-16 respectively for money and account. In the open market bankers' balances were firm at 3 1-2 up to 4 1-2 per cent, while discounts of bankers 60a90 day bills ruled at 3 3-4 per cent or 1 1-4 per cent less than the banks' minimum rate. Bar silver was easy at 43 13-16d, per ounce and India Council bills were allotted at a decling of 1-16d, per rupee from the allotment of a week ago. This simply shows that the exchange between London and India is that much more favorable to London than it was a week ago. American railways were firm, but as a matter of course responsive to the representative home markets, and therefore showed some small fractional declines to meet yesterday's controlling market, which is in New-York. At Paris French on London was down to 25.17 1-2 francs to the on London was down to 25.17 1-2 france to the

The Mortgage Bank and Investment Company has an advertisement in our columns offering to investors securities paying 9, 10 and 12 per cent on investments, which is worthy of the attention of investors.

investors.

Security holders of the Scioto Valley Railway

Security potified by Frederic P. Oleon Company are notified by Frederic P. Olcots Charles M. Fry and Harry B. Hollins, puchasing committee, that to avail themselves of the bene its under the agreement of purchase and reorgan-zation, they must deposit their bonds and stock with the Central Trust Company, pay an assessment of 20 per centum upon the par value, and receive the engraved certificate representing the same, on or before January 15, 1890.

Same, on or before January 15, 1890.

The following securities to-day were sold at the Ref Estate Exchange and Auction Room, Limited, by Adris H. Muller & Son:

70 shares Navesink Park Co., 10.
12 shares North River Insurance Co., 53'2.
10 shares Chemical National Bank, 4540-4560, 83,000 New-York Central R. R. Co. 5 per cent extended bonds, due May 1, 1893 (indorsed), 101'2.
100 shares Tradesmen's National Bank, 00'2.
50 shares New-York Security and Trust Co., 180, 4 shares New-York Life Insurance and Trust Co., 26, 4,000 Dubuque and Sioux City R. R. Co. (Illineis Central system), first mortgage 7 per cent bonds, due 189 (indorsed), 105'4.

RAILROAD EARNINGS.

EAST TENNESSEE, VIRGINIA AND GEORGIA SAN ANTONIO AND ARANSAS PASS.

DENVER AND RIO GRANDE. Number of miles.... 1,317 1,461 Chird week in Dec... \$165,000 \$141,000 an. 1 to Dec. 21.... 7,749,785 7,496,696 ST. LOUIS AND SAN FRANCISCO. Number of miles..... 1.189 1.329 Third week in Dec.... \$119.837 \$121.700 Jan. 1 to Dec. 21..... 6,090,524 5,625,000 WHEELING AND LAKE ERIE.

EXPORTS OF MERCHANDISE FROM NEW-YORK For the week \$6,025,001 \$6,643,750 \$7,540,639 Previously reported 209,050,303 288,438,415 330,759,344 Total since Jan. 1.\$305,075,304 \$295,083,165 \$338,299,30

EUROPEAN FINANCIAL MARKETS. London, Dec. 24, 4 p. m.—Co sols, 97 3-18 for money and 97% for the account; Atlantic and Great Western first mortgage trustees' certificates, 36%; Canadian Pacific, 75; St. Paul common, 72%. Bar silver is quoted at 43 13-16d per cunce; money, 42 per cent. The rate of discount in the open market for both shorts at three months' bills is 34 per cent. India Council bills were allotted to-day at a decline of 1-16d per rupee. Paris advices quote 3 per cent rentes at 87 francs 72% custimes for the account, and exchange on London at 25 francs 17% centimes for checks.

GRAIN AND PRODUCE MARRETS.

FEATURES OF NEW-YORK DEALINGS. For the first hour of business at the Produce ED change yesterday the traders attended to the closing up of their contracts. Through the afternoon the spirit of frolic ruled and the markets could not be credited with any tone. Cash lots were 1-4@1-2 cent and establishes a rate for the day that the "Shylocks" take advantage of and maintain through their manipulation till near the end. The bold men of yesterday and to-day who waited for the frightened borrowers to get through with their frantic efforts to get money "in a market in which there was none offered" secured their balances easily at 6 per cent. There has been no question of a supply of money this year, there is none and there will be none. The supply is more ample, but false sentiment at the Stock Exchange gives the opportunity to "bears" in stocks and to lenders to make a rate which is not warranted by the conditions.

We invite clients of commission houses to make a note of their intended operations to-day, from which they were debarred by the talk of their brokers on the money question, and later to compare it with the results of purchases after January 186.31; May, 86.40. lower and only 24,000 bushels were taken for export

86 31; May, 26 40.

The receipts of grain and flour reported yesterday at New-York, Philadelphia, Baltimore and Boston were at follows: Wheat, 40,753 bushels; corn, 475,085 bushels; dats, 240,905 bushels; total grain, 733,743 bushels; flour, 72,689 packages. At Chicago, Milwaukee and St. Louis the arrivals were: Wheat, 130,481 bushels; corn, 570,813 bushels; oats, 217,733 bushels; total grain, 919,027 bushels; flour, 32,910 barrels.

THE TRADE IN CHICAGO.

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Chicago, Dec. 24 (Special).—The advance in storage charges decided on by the elevator proprietors on Monday afternoon thoroughly discouraged the buil party in wheat to-day. Mitchell, Driver, William Dunn, and a host of less influential buils all gave up this morning and abandoned their lines. The result was a drop of ulmost a cent. May getting as low as 824, and closing at 825 cents. For once the duliness was in favor of the buil crowd. If the market had not been on the eve of a holiday, it is quite likely that the bears, in view of so much favorable news, would have acted vigorously. The prospect of celd weather within the next day or so had the effect toward the close of bringing in a few shorts. Scanoard news took on a bearish color. Cables were lower, there was a large increase in the amount on passage, and the exporting in a few shorts. Scanoard news took on a bearish color. Cables were lower, there was a large increase in the amount on passage, and the exporting in a fit of about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 bushels in wheat and four cutual in art to about 200,000 and a start of wheat, putted only 25 Large receipts of corn here and everywhere clse, and news from the railway officials and everywhere clse, and news from the railway officials that an enormous amount was on the move tended to make the price casier. December opened at 314, and closed at 318, May opened at 324, and closed at 324, and colosed at 324.

LIVE STOCK MARKETS—BY TELEGRAPH.

Buffalo, Doc. 24.—Cattle—Receipts last 24 hours, 184 head; total for the week thus far, 5,500; for the same tisst week; 10:140; consigned through, 180 head, all 8 New-York; 100 head on sales of stock left over. Market stock below and Lambs—Receipts last 24 hours, 000 head; total for the week thus far, 13,800; for the same time last week; 20,600; consigned through 600 head, all 8 New-York; on sale, 6,000 head of left over stock. Price insettled and lower. Hogs—Receipts last 24 hours, 250 head; total for the week thus far, 27,400; for the same tisst tends, 31,920; consigned through, 1,540 head, 400 to New-York; 9,100 on sale. Prices steady. Medium and heavy mixed, Vorkers and pigs, 83,65433.70.

Chicary, Dec. 24.—Cattle—Receipts, 4,500 head; shipments, 2,500 head. Market strong to 10e higher. Beaus 28,25345,25; stockers and feeders, 82,363; cows, bulls and selection of the same tisstead, 91,10,362,85; Texas cattle, 81,50,362,856, 1697, 160,402,85; Texas cattle, 81,50,362,856, 1697, 169 LIVE STOCK MARKETS-BY TELEGRAPH.

COTTON MARKETS-BY TELEGRAPH.

Liverpool, Dec. 24, 4 p. m.—cotton—The sales of say include 40,300 bales American.

Cotton—Futures closed quiet but steady; American Middling, low middling clause, December delivery, 5 35-048 selices; December and January delivery, 5 34-048 buyers; January and February delivery, 5 34-048 buyers; January and February delivery, 5 34-048 buyers; Mara and April delivery, 5 36-046 usine; April and May 66 selices; June and July delivery, 5 38-048 selices; June and July delivery, 5 40-048 selices; July and August delivery, 5 41-048 selices; Totton delivery, 5 40-048 selices; July and August delivery, 5 41-048 selices. Totton delivery, 5 40-048 selices; July and August delivery, 5 41-048 selices; Totton delivery, 5 40-048 selices; July and August delivery, 5 41-048 selices; Totton COTTON MARKETS-BY TELEGRAPH

OIL MARKETS.

Oil City, Penn. Dec. 24.—National Transit Certificates opened at \$1.03\s, highest, \$1.03\s, lowest, \$1.02\s, lo